

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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| COUNTRY | USSR (Karelo-Finnish SSR) | REPORT NO. | | 25X1A |
| SUBJECT | Railroad Lines in the Karelo-Finnish SSR | DATE DISTR. | 2 October 1953 | |
| | | NO. OF PAGES | 3 | |
| DATE OF INFO. | | REQUIREMENT NO. | | 25X1 |
| PLACE ACQUIRED | | REFERENCES | | |

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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SOURCE:

1. The Kirov railroad, in autumn 1951, was single-track, and ran northward from Ladva (N 61-30, E 34-40) to Perguba (N 62-50, E 34-29) via Petrozavodsk (N 61-45, E 34-20). The Finns had removed one track during World War II without harming the roadbed to an appreciable degree. [redacted] such a practice had been followed throughout the Finn-occupied area, from Sviri (N 42-07, E 42-56) to Maselakaya (N 63-09, E 34-19). No restoration of the double track was contemplated, [redacted]
2. After the war, three narrow-gauge lines, tributary to the Kirov railroad, were constructed, all running in an easterly direction. The southernmost line, from Ladva, probably served a peat bog 17 kilometers east, which was worked by the Leningrad Torfstroy company. An eastbound freight of four or five cars, carrying sand, was observed near the Ladva - Peda Selga (N 61-33, E 34-42) road crossing; the crossing had no barriers or signals. [redacted] did not know the whereabouts of the eastern terminus of this line, nor that of the offshoot from Pyashiyeva Selga (N 61-30, E 34-42), 18 kilometers north of Ladva. This line also crossed the Ladva - Peda Selga road, again without barriers or warning signals, just north of Kur Selga (N 61-30, E 34-31). The northernmost tributary extended from Derevyanka¹ (N 61-31, E 34-25), ten kilometers north of Pyashiyeva Selga. [redacted] It was not more than six kilometers long, as it did not reach the Peda Selga - Petrozavodsk road. The latter two lines probably transported timber from the lumbering areas to the Kirov railroad.
3. The Kirov railroad crossed the Peda Selga - Petrozavodsk road twice just south of Petrozavodsk; first, over an ordinary grade crossing, and next, over a rail overpass about 15 meters long. Through Tomitsy (N 61-32, E 34-15), seven kilometers north, a line proceeded west to Suoyarvi (N 62-05, E 32-18) and Sortavala (N 61-42, E 30-41). Between those cities, it crossed the Shuya River, at a place where the water was deep and still, on a bridge built in

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1944 or 1945. Consisting of two arches of equal size, the highest points of which were 15 meters above the water, the bridge was 120 meters long and six meters wide. Two four-strand barbed wire fences, about one meter high, enclosed semicircular areas of from 30 to 50 meters on either end of the bridge. Two sentry posts with telephone boxes also guarded it. A small guard house was located on the north bank of the river, west of the track.

4. [] train left Suoyarvi between 0500 and 0600 hours, and arrived in Petrozavodsk between 1500 and 1600 hours.² Short stops included Zastava (N 61-36, E 33-14) and Syamozero (N 61-54, E 33-18). Trains generally ran on schedule.
5. A passenger train, [] ran from Moscow to Murmansk on odd-numbered days.³ He boarded the train at Petrozavodsk; it left at 0215 hours. The train arrived at Belomorsk (N 64-32, E 34-48) at approximately 1000 hours, and also stopped at Kam (N 64-57, E 34-36) and Apatity (N 67-35, E 32-30) before coming into Murmansk at 0700 hours the following morning.
6. The locomotives on both the Kirov and the Moscow-Murmansk lines were steam, of the SU type. Presumably, on the latter, the locomotive was changed at Kandalaksha (N 67-09, E 32-36), as the railroad line between that city and Murmansk is electrified. [] the train had from ten to twelve cars, of which three or four carried freight. The Murmansk train had ten modern passenger cars, and a mail car in the rear. Eleven cars provided the average complement for the trains. New cars in this region were all-metal, and compartmented. Four passengers rode in each compartment, the seats of which were numbered and reserved. Most of the older "general" cars had no compartments; seating therein was indiscriminate.
7. Tickets were available without question for anybody who wished to buy them. [] paid 25 rubles fare from Suoyarvi to Petrozavodsk, 140 kilometers by rail, and 93 rubles from Petrozavodsk to Murmansk, a journey of 1043 kilometers. Sleeping cars were available on the Murmansk trip at considerable extra cost. Tickets were generally purchased about two hours before train time. Valid only for a particular train, they were forfeit if the buyer, upon changing his plans, failed to redeem them at least an hour before that train's departure.
8. [] at Suoyarvi, he noticed between 20 and 30 persons detraining, and between 30 and 40 getting on. Practically everybody on the train at Suoyarvi remained until Petrozavodsk, and there were few additions from intermediate stations. In his car on the Murmansk trip, which was filled, there were about 40 persons, including some families with many children, some soldiers, and five or six officers. The only change in passengers in the car occurred at Apatity, where a senior lieutenant of the Soviet Army got off with his wife and two children. Upwards of 400 detrained at Murmansk. It was apparently a general practice for some to ride on the platforms between cars to avoid payment of fare.
9. On most trains, many passengers would get off at intermediate stops to buy refreshments. The militia, as it leased counters to concessionaires, officially prohibited other vendors from peddling their wares, but this rule was laxly enforced, and women would generally be selling such items as berries, apples, corn, and eggs. A beer booth on the platform at Belomorsk, [] was very popular. Large stations usually maintained a bazaar, where soup was sometimes sold during the summer at two or three rubles a plate. One plate was not considered filling. Most large stations also possessed restaurants, where an excellent meal could be obtained for about 30 rubles.
10. While one of the two conductors allotted to a car rested in the compartment reserved for their use, his partner would occasionally serve tea. [] many passengers on the Petrozavodsk-Murmansk run consumed a sizable amount of liquor en route.

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- 25X1 11. Begging was prevalent at the stations and occasionally was conducted in the trains themselves. Children, or wounded war veterans, made up the bulk of the beggars. [] theft was widespread on trains.
- 25X1A 1. [] Comment: Derevyanka, which appears on the Soviet timetables for 1950, does not appear on Map NP 35, 36-12, AMS Series N501. On the map, at the location described by source, appears a town called Novinka, on the Derevyanka River.
- 25X1A 2. [] Comment: The Soviet timetables for 1950 calculate the time between Suoyarvi and Petrozavodsk at four-and-one-half hours.
- 25X1 25X1A 3. [] Comment: [] probably referred to days on which it left Petrozavodsk.

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SECURITY INFORMATION

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|----------------|---|-----------------|----------------|-------|
| COUNTRY | USSR (Karelo-Finnish SSR) | REPORT NO. | | 25X1A |
| SUBJECT | Roads and Road Administration in the Karelo-Finnish SSR | DATE DISTR. | 2 October 1953 | |
| DATE OF INFO. | | NO. OF PAGES | 6 | |
| PLACE ACQUIRED | | REQUIREMENT NO. | | 25X1 |
| | 25X1A | REFERENCES | | |

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
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SOURCE:

1. According to their condition, roads were divided into five classes in the autumn of 1951. Highways were in the first class; concrete or asphalt-surfaced roads, in the second; sand or gravel roads in good condition, in the third; non-surfaced roads of poorer condition, in the fourth; and trails in the fifth. On the criterion of importance, they were further categorized as national (soyuznoye), republic, or rayon highways. The first and second classes contained most of the national highways, but strategic military roads, particularly in border regions, would also be classified as such even if they were in poor condition. The MVD of the republic had jurisdiction over the building and maintenance of national highways, while roads of the republic class were administered by the republic's Chief Directorate for Roads. Local authorities were responsible for the upkeep of less important rayon roads and city streets.

Chief Directorate for Roads

2. Headed by Engineer Yevgeniy Pavlovich Nikolayevskiy, a functionary of ministerial rank, the Chief Directorate for Roads was directly responsible to the Karelo-Finnish Council of Ministers.¹ Its offices were situated in the northern section of Petrozavodsk (N 61-49, E 34-20), the capital of the republic, on Krasnaya Ulitsa. Its chain of authority extended downward to five road construction sections, to which fell the task of the construction and maintenance of roads of the republic class. This work included the building and repair of bridges, and involved snow clearing, sanding, and erecting snow fences in the winter. The sections were located in central towns of the republic; each maintained stretches of road from 250 to 300 kilometers in length.
3. The headquarters and shops of the Second Road Construction Section (DEU) were in Building 2 at the north semaphore in Petrozavodsk. This organization controlled the Rybreka (N 61-16, E 35-33) - Petrozavodsk, Ladva (N 61-20, E 34-30) - Petrozavodsk, and the Shuyskaya (N 61-56, E 34-15) - Perguba (N 62-50, E 34-29)

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roads, which totalled in all 263 kilometers. Five subsections worked under the section; in command of each of the former was a road foreman who supervised a permanent work gang of from ten to twenty laborers.

4. At the time [redacted], the Second DEU possessed four GAZ-AA trucks, four ZIS-5 trucks, one GAZ-51 truck, three tractors (a ChTZ, an S-80, and an STZ-NAMI), three G-12 graders, and three snowplows. [redacted] this equipment complement was fairly well standardized throughout the DEUs. The Chief Directorate for Roads would make available from its central equipment depot bulldozers, scrapers, rollers, and more graders, tractors, and trucks to a DEU engaged in large projects.

The MVD Highway Bureau

5. Engineer Lieutenant Colonel Khrosov directed the activities of the MVD Highway Bureau, the offices of which were located in the same building as those of the republic's Chief Directorate for Roads. The Chief of the Finance Section was Captain Zverev; [redacted] Engineer Captain Vinogradov as working in that office at that time. Included among the road construction sections working under this organization were the 87th at Suoyarvi (N 62-05, E 32-18) and the 85th which was housed in the same location in Petrozavodsk as the Second DEU of the Chief Directorate for Roads. The chief of the former section was Technical Lieutenant Rozhanovskiy.

The Rybreka - Peda Selga Road

6. Starting at the boundary between the Karelo-Finnish SSR and Leningrad Oblast, twelve kilometers south of Rybreka, the Rybreka - Peda Selga (N 61-33, E 34-42) road was about 116 kilometers long, third class, and unpaved. Approximately 20 cars traversed the road per day. Immediately to the south of Rybreka, a pile bridge, 31.6 meters long and nine meters wide, was constructed in the summer of 1950. The bridge at Sheltozero (N 61-22, E 35-22) had been rebuilt by the autumn of 1951. Between Ishanino (N 61-26, E 35-08) and Peda Selga were a few small wooden bridges between two and ten meters long, with a standardized driving width of seven-and-one-half meters. An old bridge over the Pukhta River (N 61-29, E 34-46) was stabilized by cables in the spring to prevent its being carried away by the seasonal floods. Ishanino marked the dividing point between the areas of responsibility of the second and third subsections of the Second DEU; from Ishanino to Peda Selga the road was considered well-maintained.
7. The town of Rybreka had a population of approximately 5,000, and was without industry of any importance. Nearby existed a quarry from which stone was shipped to Leningrad. It was necessary for an automobile to be ferried across a river to reach Leningrad. In the winter, the stretch from Rybreka to the Leningrad Oblast border remained uncleared. Snow drifts would frequently accumulate to the extent of three or four meters at Kakkarovo (N 61-21, E 35-28), necessitating a week to reopen the road northward.

Ladva - Peda Selga - Petrozavodsk Road

8. The first subsection of the Second DEU maintained the Ladva - Peda Selga - Petrozavodsk road, which was also third class and unpaved, but in better condition than the other roads in the Second DEU's purview. Traffic on this road amounted to 50 cars per day. The road underwent constant improvement in the form of straightening of curves and erection of guides and warning signs. From Ladva southward, however, the road was very poor.
9. The authorities were planning to replace the old pile bridge, from ten to twelve meters long, at Nizhnaya Derevyannaya (N 61-37, E 34-37) by 1956. At the time [redacted], a new bridge, twelve meters long and nine meters wide, had been built over the Neluska River (approximately N 61-41, E 34-25). In the summer of 1951, the seven-kilometer side road to the station at Orzeba (N 61-38, E 34-28) was improved; [redacted] this action was calculated to ease the traffic burden on the Petrozavodsk railroad station.

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The Petrozavodsk - Suoyarvi Road

10. The road from Suoyarvi to Petrozavodsk was classified as a national highway and, hence, was under the control of the MVD, which delegated the responsibility for its maintenance to the 85th Road Construction Section. It was from eight to ten meters wide. Forty kilometers of the road from Petrozavodsk westward had been asphalted before World War II.

Petrozavodsk and Northward

11. The 22-kilometer road from Petrozavodsk to Shuyskaya, from eight to ten meters wide, was classified as a national highway. It was asphalted to the fork, of which one prong extended to Spasskaya Guba (N 62-10, E 33-42); five kilometers of that stretch were asphalted before World War II, and the remaining 17 kilometers were finished in 1951. In 1944 or 1945, a 120-meter-long wooden bridge was constructed over the Shuya River (N 61-52, E 34-14). The main piles, protected by wooden buffers, were driven in a small island in the middle of the river. Nine meters wide, the bridge had sidewalks three-quarters of a meter wide on each side.
12. From Shuyskaya to Spasskaya Guba, the road was unpaved and, at its outset, was seven meters wide. [] he considered it in better condition than the roads south of Petrozavodsk, [] that it was a national highway under the jurisdiction of the 85th Road Construction Section of the MVD.
13. The Second DEU was responsible for the Shuyskaya - Perguba road. Its width to Kondopoga (N 62-12, E 34-18) was between five and six meters; it was described as well enough maintained to permit an average of 50 to 60 kilometers per hour on that stretch. At Luchevo it crossed the railroad on a grade crossing without warning signal or barriers. There were several similar crossings between Kondopoga and Medvezhyegorsk (N 62-55, E 34-29). Between these two locations were a few ten- or twelve-house villages. The bay below Yanezh Pole (N 62-09, E 34-24) was crossed by a 100-meter-long bridge, built in 1944 or 1945. Just south of that town, a six- or seven-kilometer road, in poor condition, branched off to the Zaytseva kolkhoz.
14. Through Kondopoga the road was unpaved. In the winter it was kept open up to twelve kilometers north of the city for purposes of timber transport; north of that spot, conditions were generally so unfavorable that only from June through August was there any noticeable amount of traffic.

Ilinakhamari - Pechenga - Nikel Road, Murmansk Oblast

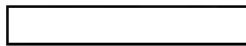
15. In Ilinakhamari (N 69-38, E 31-22) [] a Soviet jeep (GAZ-67), a Ford truck, and a Studebaker truck with a canvas top. Just outside of Ilinakhamari, on the road to Pechenga (N 69-33, E 31-12), there was a control point. Located beyond a ridge on the western side of the road, the control point consisted of a barrier across the highway and a small house to the side.
16. Between Ilinakhamari and Pechenga, [] three or four large MAZ trucks, the weight of each [] estimated to be seven tons. They were transporting what was presumed to be ore. It was believed that they burned gasoline, but [] the unusual sound of the motor. In Pechenga [] three or four military trucks which [] be Fords.
17. The highway itself was seven or eight meters wide, well rolled, and surfaced with gravel. There was a ditch on either side. It was thought to be a national highway, as it was well-maintained and a phosphorescent rail guarded the curves.
18. From eight to ten persons worked in a gravel pit at the junction of [] the Tower and Arctic highways (approximately N 69-25, E 30-50). Some of the laborers were women.

- 25X1A 1. [] Comment: It seems unlikely that Nikolayevskiy held ministerial rank as his administration had lower than ministerial status.

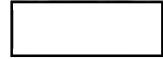
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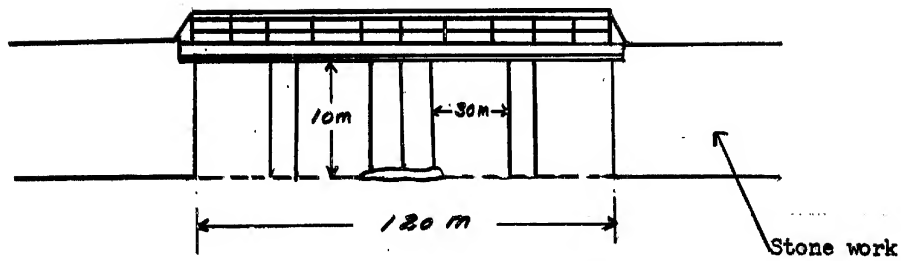
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Bridge Across the Shuya River

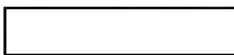


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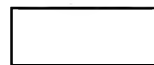


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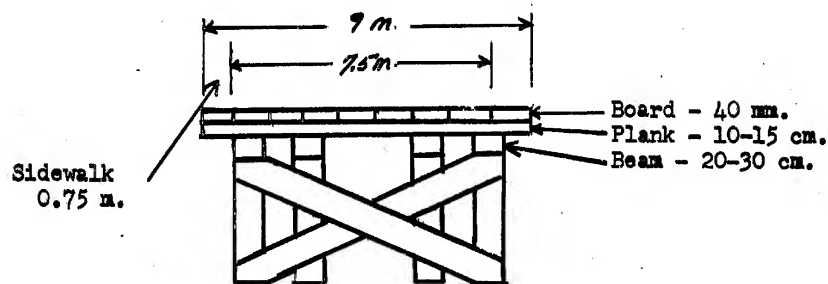
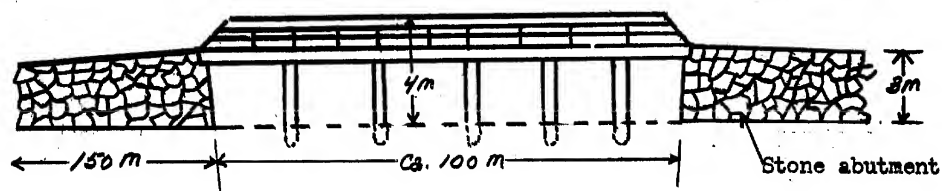
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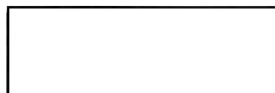
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Bridge Across the Bay at Yanezh Pole



Cross Section

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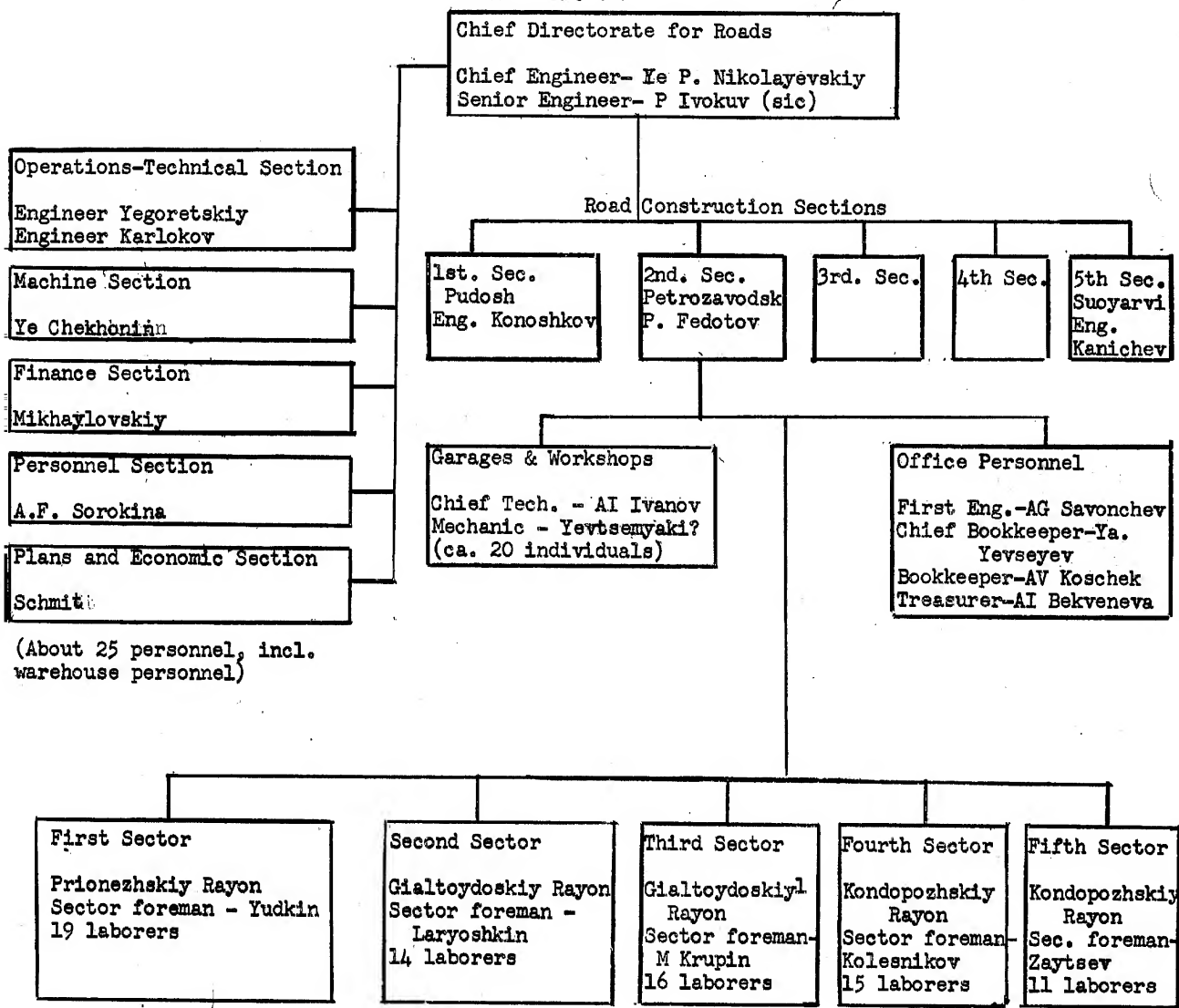
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Organizational Diagram of the Chief Directorate for Roads
Karelo-Finnish SSR



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1. Comment: According to available information there is no rayon in the Karelo-Finnish SSR by this name, may possibly be Zaonezhskiy Rayon.

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SECURITY INFORMATION

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|----------------|---|-----------------|----------------|-------|
| COUNTRY | USSR (Moscow Oblast, Karelo-Finnish SSR) | REPORT NO. | | 25X1A |
| SUBJECT | 1. Military Engineering School in Moscow 2. Military Highway School in Pavlova-Posad | DATE DISTR. | 2 October 1953 | |
| DATE OF INFO. | | NO. OF PAGES | 3 | |
| PLACE ACQUIRED | | REQUIREMENT NO. | | 25X1 |
| | 25X1A | REFERENCES | | |

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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SOURCE:

1. In 1945 the Military Engineering School of the Order of the Red Banner (Moskovskoye Krasnoznamennoye Inzhenernoye Uchilishche) was located about 500 meters from the Bolshevo Station in Moscow. Soldiers selected to attend the school at that time had combat experience in engineering units and were considered to have distinguished themselves, particularly in evincing qualities of leadership.
2. A training cycle began in May 1945. The applicants' entrance examination consisted of dictation in Russian and some tests in arithmetic and algebra, considered to be relatively easy. Following a physical examination, they were personally reviewed by a board made up of high-ranking officers, including generals. This board placed special emphasis on correct deportment.
3. The student body was divided into four battalions, which included four companies apiece. From 100 to 120 men made up a company. They were taught by a faculty which, including the music corps, comprised 200 persons. Major General Germalayev commanded the school; his deputy, whose duties included heading the political section, was Colonel Spiridonov or Sviridov. The Second Battalion was commanded by Lieutenant Colonel Gorodeskiy; one of the companies in that battalion was commanded by Lieutenant Kuritsyn. Lieutenant Colonel Pyrkin taught tactics and camouflage. A captain handled political indoctrination. The head of the medical and dental sections was a woman with the rank of captain. Ratings of the trainees ranged from master sergeant (starshina) to student (kursant). Their shoulderboards, black with yellow piping, were ornamented with two crossed axes.
4. Most of the training was performed in the field, the students living in tents. The ten class hours a day covered tactics, open and close-order drill, camouflage preparation, artillery, demolition, mine laying, and pontoon, road, and bridge construction. The students were also instructed in Russian language and mathematics, and were given political indoctrination. Athletics were voluntary.

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10. The headquarters of the staff of the White Sea Military District is located in Petrozavodsk on Gorshtaya Ulitsa. The headquarters area is enclosed and located in the direction of the river. This area includes two four-story masonry buildings, both approximately 40 x 25 meters, and several smaller buildings. The commander of the military district is Marshal Meretskov. He is seldom seen, usually only at the 1 May and 7 November parades. In the 1 May parade of 1951, there were ten T-34 tanks, but no heavy tanks. The tanks were presumably stationed in the vicinity of the city because they came to the parade under their own power. There were many soldiers on the streets, [] 25X1 [] there are at least 5,000 troops in the area. There were troops from all branches of the service, but not many from the Soviet Air Force.

11. An infantry school is located on Anyokhin Street in Petrozavodsk. This school is under the command of a general. The school consists of a large four-story building, approximately 50 x 20 meters.

12. The city military commandant of Petrozavodsk holds the rank of colonel. Altogether there are probably five or six generals of the various staffs in the city.

25X1A 1. [] Comment: Pavlova-Posad, approximately 35 kilometers directly east of Moscow, is on the rail line to Gorkiy.

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5. After a month at the school, the students were ordered to write their biographies. One student in the cycle beginning in May 1945 was refused a commission because his father was serving a prison term. Those who passed the final examinations in the middle of October were commissioned as junior lieutenants and dispatched to active units, mostly in the east.

Military Highway School in Pavlova-Posad

6. Road construction schools and units were not established in the Soviet Army until 1942 or 1943, when the Military Highway School in Pavlova-Posad (N 55-48, E 38-42), 70 kilometers southeast of Moscow on the road to Gorkiy, was founded.¹ In the autumn of 1945 it still ran on a provisional basis, operating in an old textile mill. The postal address was Moscow Oblast, Pavlova-Posad, VODG-DOKA. When the MVD assumed supervision of road construction in 1947 and took over the school, the letter designation VODG-DOKA was changed to VDO, MVD KA. Ordinarily, a field post office number for a military unit would have five digits, while those of MVD units had four.
7. The original two-year course was extended to three in the autumn of 1945. In command of the school was Colonel Sivododskiy; Krapivnitskiy, either a colonel or a lieutenant colonel, was second in command. Of the 30 or 40 instructors, all were officers except two from the local civilian school, who taught Russian and mathematics. The 1,000 students, also ranking from starshina to furiant, were divided into two battalions, each with three companies. Both recruits and soldiers with combat experience made up the student body; the majority had served in highway engineering units. One of the two sets of uniforms issued them included high boots, regulation coat, leather belt, and visored cap. In the winter they wore quilted caps. Shoulderboards with crossed axes designated those concerned with road building. For training purposes, the students were also issued "liners", an obsolete type of rifle, and gas masks. A student's salary started at 50 rubles, was increased to 100 the second year, and 150 the third.
8. The subjects covered at the school included small arms instruction (a comprehensive course covering rifles, pistols, machine guns, mortars, and hand grenades); road and bridge construction, described as primarily theoretical; construction materials; machines (tractors, trucks, bulldozers, and graders); open and close-order drill; Soviet Army regulations; mathematics; geodesy; the Russian language; some English; and physical education, which included bayonet drill, commando training, skiing, and swimming. The basis for the political indoctrination was the study of the history of the Communist Party and Stalin's book about the Great Fatherland War. In addition to these subjects, a student would take a specialist's course in either road construction, road utilization, or machines.
9. A typical daily schedule for a military training school is as follows:
- 0600 - Reveille. Five minutes allowed for rising and dressing.
 - 0605 - Setting-up exercises.
 - 0620 - Wash, make beds.
 - 0640 - Dissemination of political information
 - 0720 - Breakfast, followed by preparation for classes.
 - 0800 - Classes (five before lunch).
 - 1300 - Lunch (preceded by gymnastics).
 - 1400 - Rest (so-called mertvyy chas, or "dead hour") and study.
 - 1500 - Classes (five).
 - 2000 - Preparation of homework.
 - 2100 - Supper.
 - 2140 - Free time.
 - 2220 - Wash.
 - 2230 - Roll-call, singing of the national anthem, and informal singing.
 - 2300 - Taps.

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INFORMATION REPORT

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SECURITY INFORMATION

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|----------------|--|-----------------|----------------------|-------|
| COUNTRY | USSR (Moscow Oblast, Ukrainian SSR) | REPORT NO. | <input type="text"/> | 25X1A |
| SUBJECT | The Road Construction Corps of the MVD | DATE DISTR. | 2 October 1953 | |
| | | NO. OF PAGES | 2 | |
| DATE OF INFO. | <input type="text"/> | REQUIREMENT NO. | <input type="text"/> | 25X1 |
| PLACE ACQUIRED | <input type="text"/> | REFERENCES | | |

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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SOURCE:

1. The Highway Bureau of the Soviet Army was dissolved in May 1947, at which time all highway construction troops and the Military Highway School were consolidated under the MVD's Bureau of Highways. Under this body, a Special Road Construction Corps (ODSK) was established. The headquarters of the ODSK was located in Moscow in a complex of buildings called the Belorussian Station, as they were in the vicinity of a railroad station of the same name.
2. Major General Lyuby commanded the Road Construction Corps, which had four divisions. The first of these was presumably stationed in the vicinity of Moscow; the second, in the Crimea or the Caucasus; the third, in Rostov; and the fourth, in Kharkov. Major General Michurin commanded the Third Division; the Fourth was under Colonel Belyayev. The divisions were separated into units initially designated as regiments but eventually called battalions.

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3. The units under the Third Division included the 87th Road Construction Battalion in Rostov and a battalion in Novochoerkassk (N 47-24, E 40-06). These were occupied, during summer 1949, with the building of a road between the two cities; they also constructed a bridge over the straits between Kherson Oblast and the Crimea. The 87th Battalion, under the command of Major Kuzmin, consisted of approximately 300 men and was equally subdivided into three companies, each normally under the direction of a senior lieutenant. Lieutenants and junior lieutenants served as platoon leaders. A master sergeant in this battalion with five years' longevity received 300 rubles a month. If he were not directly concerned with construction work, he would

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4. The First Battalion of the Fourth Division was stationed in Slavyansk (N 48-52, E 37-37); the Second, in Khrestishche (N 48-55, E 36-30). There were two more battalions under this division. The First Battalion's active strength was between 240 and 250 men; it was divided into companies of approximately 80 men apiece. A lieutenant colonel commanded the battalion; the commander of one of the companies was an officer of undesignated rank by the name of Klimenko. Part of the work performed by this battalion in summer 1947 consisted of digging and transporting sand and rocks on the Artemovsk (N 48-36, E 38-00) - Kharkov road. While engaged in this work, the battalion enlisted men were quartered in tents by the side of the road. They wore no distinguishing uniforms and participated in no special exercises, except occasional marching and small arms drills.
5. A sergeant with the First Battalion received 150 rubles per month and was virtually guaranteed a bonus of from 30 to 70 rubles, as the unit invariably accomplished more work than demanded by its quota. The address of the battalion was Stalin Oblast, Slavyansk, Military District v/T Sh.¹ A unit first called the Fifth Road Construction Regiment, and later the Fifth Road Construction Division, was also stationed in Slavyansk.
6. During summer 1948, the 579th Special Bridge Construction Battalion built a bridge over the sound at Chongar, Kherson Oblast. Double-laned, it was 100 meters long and was flanked by sidewalks, each one meter wide. This battalion also resurfaced a 15-kilometer stretch of road between Slavyansk and Khrestishche. Its commanding officer, a Jewish engineer, was Major Pisman. The battalion companies, of about 120 men each, were divided into four platoons. A sergeant's salary amounted to 150 rubles per month; he would occasionally get a bonus of 20 or 30 rubles for over production.
7. Similar units, all directly responsible to the Special Road Construction Corps in Moscow, were deployed between Kharkov and Simferopol and along the Kharkov - Rostov road. The latter highway, which proceeded southward from Rostov, was called Stalin's Magistral. It was a first-class highway, from eight to ten meters wide, surfaced with asphalt and concrete. Technicians from all parts of the country were employed to operate the specialized machinery, such as, excavators, "automatic spades" (Le Tourneau excavators), bulldozers, graders, and tractors. Much of the unskilled labor was done by Japanese and German PWs.

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1. Comment: The letters "T Sh" represent an interpretation of an ambiguous transliteration. It might possibly be "Ch", "Sh", or "Shch".

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SECURITY INFORMATION

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|----------------|------------------------------|-----------------|----------------|-------|
| COUNTRY | USSR | REPORT NO. | | 25X1A |
| SUBJECT | 70th Marine Infantry Brigade | DATE DISTR. | 2 October 1953 | |
| | 25X1A | NO. OF PAGES | 1 | |
| DATE OF INFO. | | REQUIREMENT NO. | | 25X1 |
| PLACE ACQUIRED | | REFERENCES | | |

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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SOURCE:

1. Under the command of Colonel Blak, the 70th Marine Infantry Brigade, an amphibious unit, participated in battles against the Finns in the Lake Ladoga area in 1943 and 1944. Together with the 3rd and 69th Brigades, this unit formed the 126th or 127th Light Infantry Corps, called the Sharpshooter Corps, under the command of Major General Zhukov.
2. The 70th MIB suffered many casualties during the Lake Ladoga battles; in summer 1944 it was reinforced with recruits who had inhabited the Finnish-occupied area. These recruits were trained for about two months near Petrozavodsk (N 61-49, E 34-20) and Kandalaksha (N 67-09, E 32-26). In September 1944, the unit was transferred to Kola (N 68-52, E 33-00) via the Murmansk railroad and, thence, was deployed along the Litsa Front. It engaged in the single envelopment maneuver against Pechenga (N 69-33, E 31-12) and drove through to the Neiden River (approximately N 68-48, E 31-24).
3. The entire corps was transferred to Gryazovets (N 58-53, E 40-14) in November 1944, where it was again reinforced, this time by Moldavian recruits, who had also lived in occupied territory. Thereafter, it moved to the Fourth Ukrainian Front and fought through Poland, Silesia, and Czechoslovakia. At the end of World War II it had reached Friedek (N 49-38, E 18-21), and was later transferred to the Far East.

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|----------------|--|-----------------|----------------|
| COUNTRY | USSR | REPORT NO. | |
| SUBJECT | Living Conditions of Soviet Servicemen | DATE DISTR. | 2 October 1953 |
| | | NO. OF PAGES | 1 |
| DATE OF INFO. | | REQUIREMENT NO. | |
| PLACE ACQUIRED | | REFERENCES | |

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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SOURCE:

1. In 1951, enlisted men in the Soviet Army were billeted in barracks. The theoretical space allowance per man was four square meters, [redacted] 25X1
[redacted] Some officers had the privilege of living in private quarters, but, to avoid that extra expense, the majority inhabited officers' quarters on their bases, where they were apportioned one or two rooms apiece.
2. The two most apparent divisions in the Soviet Army are the veterans and the recruits. The latter, on probation for three months after their induction, were not allowed leave or liberty of any kind until the expiration of that period. Upon induction, a serviceman's head was shaved; he could not grow his hair back for two years, after which time, he was permitted to have a crew-cut.
3. Those rating passes never received them more than once a week, generally on Saturday or Sunday, which day would be split equally among the personnel of a subunit. The pass, ordinarily never valid for more than five hours, was usually good for a shorter period of time. It was within the discretion of the commanding officer of a subunit to issue a 24-hour pass, [redacted] 25X1
[redacted] he would do so at his own risk, so presumably the policy on granting extra liberty varied considerably. No area limitation was imposed on a pass, but it would have to be shown to any patrol encountered on the streets. An enlisted man was not allowed to visit a restaurant. [redacted] 25X1
[redacted] that the rules applying to officers in this respect were even more stringent.
4. The relationship between officers and enlisted men was not considered friendly. Occasionally a platoon commander would address his men by a common nickname, such as Petya or Vanya. They in turn would commonly call him Tovarishch Leytenant.
5. [redacted] the last draft in late 1951 was the 1931 class. He noted that inductees were already well-trained through the military programs in the seven-year schools.

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COUNTRY USSR (Murmansk Oblast)

REPORT NO. [REDACTED]

SUBJECT Sea Travel between Murmansk and
Liinakhamari

DATE DISTR. 2 October 1953

NO. OF PAGES 2

DATE OF INFO. [REDACTED]

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REQUIREMENT NO. [REDACTED]

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REFERENCES

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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SOURCE: [REDACTED]

1. Two ships, the DERZHAVIN and the SESTRORETSK, made a regular run between Murmansk and Liinakhamari (N 69-38, E 31-22) in late autumn 1951. [REDACTED] doubted whether the departure point of the ships was farther east Murmansk. The ships pursued different courses in their run. The SESTRORETSK had formerly sailed the Leningrad - London route. 25X1
2. Tickets were available at a sea station on a quay in Murmansk harbor. First class accommodations, consisting of one berth in a double cabin, cost 100 rubles. Second and third class quarters could also be purchased, but it was generally necessary to make arrangements for those in advance.
3. About 45 minutes before the SESTRORETSK departed from Murmansk for one trip, approximately 20 passengers were aboard. These included some Coast Guard personnel, who wore army uniforms with "SF" (Northern Fleet) on their shoulderboards; some soldiers from the Border Patrol, wearing green caps with black bands; some Border Patrol officers, who carried sidearms; and a Navy captain third rank. The servicemen did not comprise a unit and were presumably on leave. The civilians on board were in the minority.
4. No verbal abandon-ship instructions were delivered, but placards on the wall in Russian and English indicated which lifeboat the various passengers should report to in case of an emergency. Four or more lifeboats were available. The ship did not put into any ports between Murmansk and Liinakhamari, a voyage which took about nine hours. She followed the coastline fairly closely; it was never out of sight, and occasionally individual houses on shore could be distinguished. Movies were shown on board during the trip.
5. The ship employed neither a pilot nor a tug in the approach to the Liinakhamari dock. Only token controls were imposed by the Border Patrol starshina and private who checked the passengers' papers on the dock. A sailor collected the tickets. At Murmansk, the check of the papers, by a Border Patrol lieutenant and two soldiers, had been stricter.

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6. There were no lights on the Liinakhamari wharf, which [REDACTED] described as wooden and in poor condition. [REDACTED] no cranes in the vicinity. A boat, resembling a fishing vessel, with a mast and a bridge, was tied up on one side of the wharf. The road leading away from the wharf was paved for about 50 meters, after which it degenerated into mud. Curbstones had been installed on the side nearest the sea. On the side of the road, [REDACTED] two concrete pipes one-and-a-half meters long and two meters in diameter. A nondescript one-story building, about 300 meters from the wharf, served as a sea station, in which a waiting room was provided for the passengers.

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|----------------|---|-----------------|----------------|-------|
| COUNTRY | USSR (Karelo-Finnish SSR) | REPORT NO. | | 25X1A |
| SUBJECT | Economic Conditions in the Karelo-Finnish SSR | DATE DISTR. | 2 October 1953 | |
| | | NO. OF PAGES | 3 | |
| DATE OF INFO. | | REQUIREMENT NO. | | 25X1 |
| PLACE ACQUIRED | | REFERENCES | | |

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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SOURCE:

1. The lowest salary known [] in 1951 was paid to unskilled construction workers; it amounted to 600 rubles per month, which deductions pared down to a net of 450.¹ [] man working on such a salary could reasonably expect a quick raise. For bare subsistence, a bachelor needed approximately 20 rubles per day. An unskilled worker and his wife could live well if they had no children to support and the wife could hold down a job. The woman would add an income of 400 rubles per month to her husband's 600 or 700; after deductions, they would net 800 rubles per month. Some mitigated their difficulties by cultivating vegetable gardens, the most important staple of which was potatoes.
2. A road-building technician, who took charge of the bookkeeping and administrative work for a gang of 90 workers, received a salary of 600 rubles and an extra 120 rubles for traveling expenses. His take-home pay amounted to about 590 rubles per month; the deductions included 50 rubles towards a loan (zayem), 36 for his bachelor's tax, 36 for his income tax, 15 for the rent of a government apartment, and six rubles for professional union dues.²
3. [] the following food prices: black bread, 1.80 rubles per kilogram; butter, from 36 to 40 rubles per kilogram; 12 rubles for granulated sugar and 14 for cubes; and 18 rubles for a bar of chocolate. Melted fat, the only variety readily available in all localities, cost 25 rubles per kilogram. Pork fat was available to a limited extent in the larger cities. The price of sausage ranged from 13 to 40 rubles per kilogram. A half liter of beer cost 2.50 rubles; the same amount of vodka sold for 23 rubles.
4. At a station restaurant a full meal, described as excellent, cost about 30 rubles. One would be charged eight rubles for an entree of sbornaya selyanka (sauerkraut and meat or fish), or of goose. The cheapest entree available was a kotleta (cutlet of ground meat), which was priced at three or four rubles in coffee shops and six in restaurants. The restaurants had white tablecloths, and a waitress was called an ofitsiantka.

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5. The cheapest variety of shoes, costing from 40 to 60 rubles, was made of water-proof canvas. Leather-topped shoes with rubber soles cost about 100 rubles, shoes of good leather cost 350 rubles. They were readily obtainable if one could afford them. A set of underwear, also plentiful, cost 80 rubles. A serge suit was sold at from 800 to 1,000 rubles; the average jacket cost 500 rubles. People generally wore cloaks (plashchi) and hats while shopping in the city; [] they had tired of the military tunic. The cloaks served double duty, for work and recreation. Hats were not worn in the summer. Girls also wore cloaks and either hats or berets, although the latter were going out of style in 1951. Women's summer shoes were usually tapochki (light shoes with flat heels).

6. Most brands of cigarettes were manufactured at the Britskiy Tobacco Factory in Leningrad. The most popular were the Krasnaya Zvezdas, which were both cheap, 1.50 rubles, and strong. The Belomorkanal, Festival, and Pushka brands each cost 2.30 rubles for a pack of 25 cigarettes. Cheaper brands included Raketa and Sport, 80 and 60 kopeks respectively, and Parashyutist at 80 kopeks for 20 cigarettes. The Samorodok brand, a good quality cigarette, cost seven rubles. One could buy matches for 15 kopeks. Many people rolled their own cigarettes, but few smoked pipes.

7. In general, an adequate assortment of goods was displayed in city department stores. Village stores were less well-stocked because of the difficulties of transportation. [] however, that the buyer had to be discriminating lest he be sold inferior material. Luxuries and furniture were not always easily obtainable - [] even in Moscow it was sometimes difficult to buy a watch - and some items of clothing were occasionally at a premium. An expensive silk shirt, for instance, could be bought at any time, but it was often difficult to procure a work shirt. Ink was readily available in various sizes of bottles. Enough soap could be bought. During 1951, shortages of sugar and buckwheat existed in the Karelo-Finnish SSR.

8. The markets, at which the vendors set the prices of their goods, had more to sell than did the department stores. They were generally open for business from 0700 to 1700 or 1800 hours, and were particularly crowded on Saturdays and Sundays when inhabitants of outlying districts would come to the cities to shop. The gastronom, also, was available for those who wished to purchase canned goods and the like.

9. The gorispolkomovskaya (city executive committee) apartments were considered good living quarters; those who inhabited such apartments usually did not change their residence when they shifted jobs. It was easy to rent other private apartments by consulting various bulletin boards throughout a city or by inquiring of one's acquaintances; the latter method was said to bring the best results. The primary determinant of the amount of rent was the floor space of the room or apartment; a 20-square-meter room would cost from 100 to 150 rubles per month. However, it was an accepted practice to bargain with one's landlord before moving in. [] most landlords' interest did not depart from the financial aspect of the deal, and that few questions concerning such matters as employment and references were asked. For a fee, a landlord would usually perform the function of registering his tenant with the city authorities. [] the apartments established by various organizations and enterprises for the benefit of their employees usually constituted the best and cheapest lodging. In Petrozavodsk, all housing was allotted by the gorkom (city commissariat).

10. [] begging was an everyday phenomenon. Many of the beggars were children, some of whom solicited money so that they could attend the movies, but the majority were crippled war veterans. Both classes of beggars haunted the railroad trains and stations. [] the crippled veterans spent most of their proceeds for liquor, but indicated that that was understandable, and that most people sympathized with them and would give them 20 kopeks or so. Some of the crippled veterans had jobs specifically designed for them, but most were content to receive their governmental allowance and beg. A quadruple amputee was paid approximately 300 rubles per month.

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- 25X1X 11. [] the following coins as among monetary units existing in 1951: one-, two-, five-, ten-, 15-, 20-, and 30-kopek pieces. The 50-kopek piece had apparently been withdrawn from circulation. Further denominations existed in one-, three-, five-, ten-, 25-, 50-, and 100-ruble notes. The ten-ruble note was referred to as a chervonets; the 100-ruble, as a kreml.

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1. []

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2. [] Comment: The loan was probably a government loan (gosudarstvennyy zayem).

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|----------------|---|-----------------|----------------|
| COUNTRY | USSR | REPORT NO. | |
| SUBJECT | Unions, Factory Personnel Procedures, and Wages in the USSR | DATE DISTR. | 2 October 1953 |
| DATE OF INFO. | | NO. OF PAGES | 2 |
| PLACE ACQUIRED | | REQUIREMENT NO. | |
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SOURCE:

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it was not officially incumbent upon a worker to join a professional union, practically all workers did so as soon as they were employed at a factory. It was considered fairly easy to join these unions, although candidates were occasionally rejected. Their attraction lay in the fact that a member would receive from 50 to 100 percent of his salary while sick, depending on his union tenure. In Petrozavodsk (N 61-49, E 34-20), a worker on sick leave received 50 percent for the first three years, 60 percent between three and five years, 80 percent between five and eight, and thereafter full pay. Non-members, on the other hand, would not be reimbursed at all. Dues, which had to be paid regularly, were prorated at one percent of the individual's salary.

2. Soviet workers were paid according to the category in which they were placed. Seven such categories existed; the progression went from the first up to the seventh. Workers without any training, usually old men, occupied the first part of the second categories; they would be employed as street cleaners, garbage haulers, and water boys for construction gangs. At the top of the ladder were the specialists, such as carpenters, lathe operators, and welders. Sex discrimination was distinctly in evidence; a woman holding down the same job as a man would be categorized lower than her male counterpart. Most women were, in the third category. It was considered exceedingly difficult for them to be ranked in the fifth.

3. Also pertinent to the salary of the individual worker was the wage zone in which he lived and worked. There were five of them, presumably established on a north-south geographic scale. The least lucrative zone, in which Moscow was located, was the middle one; a worker could most profitably be employed in the zone farthest north where the wage scale was approximately double that in Moscow.

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5. The hiring of laborers was the prerogative of the pertinent personnel section (Otdel Kadrov), the chief of which, however, was limited to this function; he did not possess the authority to hire white-collar workers of any description. Leave authorizations for individual laborers originated with the director of the particular plant and passed down through the personnel section. The maximum leave was for a month (24 working days); most unskilled laborers received two weeks per year. Tardiness of one day in returning from leave could be regarded as a serious offense, but the authorities did not quibble over a half-hour discrepancy, as apparently had been the case a few years before [redacted] 25X1
6. To change one's place of work, an official release from the original employer was necessary, with the complementary proviso that the worker was assured of employment at his expressed destination. Laborers were urged to move from a metropolis, such as Leningrad or Moscow, to an outlying district, a suggestion which had little popularity among them. The reverse, such as a move from Siberia to Moscow, was not allowed. Generally, it was easy to obtain a release from temporary enterprises but hard with vital industries. Practically every organization was loath to let its specialists go; other workers could bribe the director with some hope of success. 25X1

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SECURITY INFORMATION

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COUNTRY USSR (Karelo-Finnish SSR) REPORT NO.

SUBJECT Kolkhoz Conditions in the Karelo-Finnish SSR DATE DISTR. 2 October 1953

NO. OF PAGES 2

DATE OF INFO. 25X1A REQUIREMENT NO. 25X1

PLACE ACQUIRED REFERENCES

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1. In 1951, every kolkhoz was administered by a president and a political deputy with the assistance of professional agronomists. This white-collar cadre consisted entirely of men, although two-thirds of the kolkhoz workers were women. the government enforced compulsory mobilization of labor for the kolkhozy and that, unlike factories, it was impossible for a worker to leave the kolkhoz to which he had been assigned. 25X1
2. The annual meeting concerning the accounts of each kolkhoz was characterized by confusion. Practically invariably a worker would expect more than he eventually received in payment for his labor; he would not have taken into account hidden or unexplained deductions, such as subscriptions to State loans or charges for food from the communal supply which he had consumed while working in the fields.
3. Payment to the workers was made primarily in kind rather than in currency. Two hundred rubles per year was considered a better than average emolument. Pay ranged from .7 to 1.5 rubles per day, with only the president receiving the latter amount. Most women were paid the former amount, which could be converted into from 200 to 400 grams of bread. Workers cultivated their own vegetable garden and, in addition, received some cabbage and bread from the kolkhoz. a person could earn a three- or four-month supply of bread during the year; the rest he had to buy at the State store in which kolkhozniki made their purchases. Those families who owned cows were permitted to sell milk in the city markets. At least one member of a family would be employed in some industry rather than on the kolkhoz. 25X1
4. Although there were no incidents of positive action, the kolkhoz workers generally had low morale and were unfavorably disposed toward the government. The anti-Soviet book The Tragedy of the Kolkhoz Farmers was described as accurate. Under the Finnish occupation, during the Soviet-Finnish War in 1941, the workers disbanded the kolkhozy on their own initiative. 25X1

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5. By 1951, eight kolkhozy had been combined into two, the Lenin and Stalin kolkhozy. This centralization caused no noticeable change in the living and working conditions of the laborers, except for the fact that it necessitated a longer walk to work for some of them.

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SECURITY INFORMATION

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| COUNTRY | USSR (Ukrainian SSR/Karelo-Finnish SSR) | REPORT NO. | |
| SUBJECT | Religion in the Karelo-Finnish and Ukrainian SSRs | DATE DISTR. | 2 October 1953 |
| | 25X1A | NO. OF PAGES | 1 |
| DATE OF INFO. | | REQUIREMENT NO. | |
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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SOURCE:

1. By 1951, a considerable measure of religious freedom existed in the USSR. Whereas, before World War II all churches in the Karelo-Finnish SSR, [redacted] had been closed, in 1951 at least one functioned in Petrozavodsk (N 61-49, E 34-20), and one was open in Ladva (N 61-20, E 34-40). The priest of the latter church returned to his congregation from a concentration camp. 25X1
2. Holiday congregations, composed principally of older people, were particularly large. Children were often baptized, and it was not considered too uncommon for adults, including Communist Party members to undergo that sacrament. The people generally respected the priests.
3. Some religious pamphlets, resembling chain letters, were distributed, commenting on political and civic proceedings. The recipient would be asked to copy such a letter and forward it to an acquaintance. In 1951, anyone so inclined could make traditional Easter food and colored eggs with impunity. Despite the fact that organized persecution had vanished, some official anti-religious pressure remained; during harvesting campaigns, the Raykom warned the priests to shorten religious services.
4. [redacted] no controls were instituted against conscientious objectors in the Karelo-Finnish SSR, but in the Ukraine a man was sentenced to five years for refusal to bear arms on that ground. A priest in Khrestishche (N 48-55, E 36-30) held the rank of a major and was a Party member; the latter fact was known because he exhibited his documents when drunk. Various Baptist sects flourished throughout the Ukraine; a Baptist church in Novochoerkassk (N 47-24, E 40-06) was located near the Yekaterinskiy Gate. All religious persons in the Karelo-Finnish SSR recognized the supremacy of the Moscow church.

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SECURITY INFORMATION

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| COUNTRY | USSR (Karelo-Finnish SSR) | REPORT NO. | |
| SUBJECT | Higher Education in the Karelo-Finnish SSR 25X1A | DATE DISTR. | 2 October 1953 |
| DATE OF INFO. | | NO. OF PAGES | 2 |
| PLACE ACQUIRED | | REQUIREMENT NO. | |
| | | REFERENCES | 25X1 |

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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SOURCE:

1. In 1951, the Karelo-Finnish State University was located in the capital of the republic, Petrozavodsk (N 61-49, E 34-20). This institution had departments in, among other subjects, Russian language and literature, Finno-Ugric, Marxism and Leninism, physics and mathematics, geology, and ichthyology.¹ The curriculum included courses in English. No instruction in Norwegian or Swedish was offered; [] did not know of any educational institution which taught those languages.
2. Yakovlev, (fnu), the president of the university, was rumored to have a salary of 15,000 rubles per month. Professor Ipatov headed the department of physics and mathematics; one of his lecturers was Zakoldayev, (fnu). The only courses in which armed service personnel enrolled were those in Marxism and Leninism.
3. The technical schools attached to the university included one for architectural and construction engineering, highway engineering and mechanics, mining, statistics, music, medicine, nursing, midwife training, and veterinary studies. The five-year forestry institute had evening classes. A man who successfully completed the medical school would become a field surgeon, a grade lower than that of doctor.²
4. Most of the university students, whose ages ranged 20 to 30, planned to satisfy their military requirements after graduating; the rest had taken their term of service before matriculation. Seven years of schooling were a prerequisite for admission to one of the technical schools; one could be admitted without examination after eight. The majority of the technical students commenced their specialized studies at the age of 14 or 15 and were completely trained by the time they were 20. Students who were natives of Petrozavodsk lived at home. The rest procured accommodations in boarding houses.
5. To be admitted to the teachers' school in Petrozavodsk, which trained elementary instructors, ten years of schooling were required.

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6. An institute of finance and economics and an agricultural school were located in Sortavala (N 61-42, E 30-41). Ladva (N 61-20, E 34-30) had a school for tractor operators and automobile mechanics. The tractor operators completed their course in three months; the mechanics, in two years. The White Sea Navigation School, in Belomorsk (N 64-32, E 34-48), offered a three-year course for sailors, engine mechanics, and mates for coastal vessels. Experience at sea was not considered an entrance requirement.
7. The Ministry of Higher Education had general jurisdiction over educational planning, textbooks, and teachers, but the technical schools were administered by the individual ministry concerned.

- 25X1A 1. [REDACTED] Comment: It would seem peculiar for a separate department to consider so specialized a subject as ichthyology. Perhaps [REDACTED] 25X1
- 25X1 [REDACTED] zoology.
- 25X1A 2. [REDACTED] Comment: "Field surgeon" is probably a translation of feldsher, or doctor's assistant, a common medical designation in the Soviet Union.

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SECURITY INFORMATION

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COUNTRY USSR (Karelo-Finnish SSR)

REPORT NO. []

SUBJECT Recreation in the Karelo-Finnish SSR

DATE DISTR. 2 October 1953

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NO. OF PAGES 2

DATE OF INFO. []

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
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SOURCE: []

1. Popular motion pictures in the Karelo-Finnish SSR during autumn 1951 included Kavaler Zolotoy Zvezdy (Knight of the Golden Star), Padeniye Berlina (The Fall of Berlin), Sekretnaya Missiya (Secret Mission), the foreign picture Meksikanskaya Devushka (The Mexican Girl), and the Chinese film Sedaya Devushka (Gray Girl) and Stalnoy Soldat (Soldier of Steel). Also well received was a picture derived from the book Rekord Moskvy (Record of Moscow). [] the pictures 25X1 to be of a uniformly high quality and the actors extremely competent artists, but he was displeased with the lack of realism and the hamming evident in depicting kolkhoz life. This criticism he levelled particularly at Kavaler Zolotoy Zvezdy.
2. A movie ticket costs from three to seven rubles. Children could obtain admission to special juvenile matinees for two or three rubles. Rows and seats in the theaters were generally numbered. Movies were occasionally exhibited in clubs.
3. In Petrozavodsk (N 61-49, E 34-20), reserved seats and advance sales were available for both cinema and theatrical productions at the theater box offices and the central post office. Difficulty was frequently encountered in obtaining a ticket for the first few days of the run of a play or motion picture.
4. During the winter, plays were usually performed every Saturday and two weeknights in Petrozavodsk. The metropolitan theaters close during the summer while the actors tour the countryside. Ticket prices ranged from five to fifteen rubles. Source affirmed that a large network of theaters existed among the smaller cities.
5. Few people owned radios; there were about 500 sets among the Petrozavodsk population of approximately 50,000. Most people, however, had loudspeakers. The only official limitation placed on the purchase of a set was the necessity of registering it at the post office, although an owner was liable to the charge of cosmopolitanism. The cheapest brand, the Moskva, was very small; it cost

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approximately 250 rubles. Other popular makes included the PTS, the Rodina, and the Ural. The prices of the latter two, from 800 to 1,500 rubles, were prohibitive for all except the very rich and various institutions. [REDACTED] the Ural had the best receiver.

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- 25X1 6. Broadcasting commenced in Petrozavodsk at 0600 hours with the correct time from Moscow and concluded at 2400 hours with the Kremlin bell. The radios were silent from 1500 to 1600. Programs were generally rebroadcast from Moscow or other central stations. It was officially forbidden to tune in foreign stations, but virtually everyone who owned a radio, including Communist Party members, did so. The BBC could be heard, with considerable interference, between 2400 and 0600 hours; [REDACTED] 25X1

[REDACTED] that the best time for workers to listen to the radio as far as their personal routine was concerned, was between 0730 and 0800.

7. The various enterprises and political groups arranged summer excursions for their members. Informal recreation flourished on Saturday night. A city bachelor would change his clothes and dine after work (Saturday was an eight-hour day), and proceed to a park with a friend. He might conceivably be a trifle tight when he arrived at the park, where he would dance until 0300 or 0400 hours and then walk home, there being no transportation at that hour. Sundays he would sleep until noon and then busy himself with preparations for a similar party that night. Laborers would frequently patronize beer and vodka stands on their way home from work. Their attitude at these stands was described by source as sloppy. Beer, always available, cost 2.6 rubles per glass and 25 rubles for a half-liter bottle.¹

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1. [REDACTED] Comment: In Report [REDACTED] quoted the price of a half-liter of beer at 2.50 rubles, and that of the same amount of vodka at 23 rubles. He was undoubtedly referring to vodka, at least regarding the higher price, in this context; he mentioned that a two-ruble charge was exacted for the bottle itself.

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|----------------|---|-----------------|----------------|
| COUNTRY | USSR (Karelo-Finnish SSR) | REPORT NO. | |
| SUBJECT | Public Opinion and Propaganda in the Karelo-Finnish SSR | DATE DISTR. | 2 October 1953 |
| DATE OF INFO. | | NO. OF PAGES | 3 |
| PLACE ACQUIRED | | REQUIREMENT NO. | |
| | 25X1A | REFERENCES | 25X1 |

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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SOURCE:

1. The underlying theme [redacted] of the political attitudes of the Soviet people indicated that they were [redacted] quite dissatisfied with the Soviet regime, but that their dissatisfaction had not sufficiently crystallized to inspire them to any concerted rebellion. They were accustomed to blame the MGB and Communist Party members for most adverse conditions. The latter were suspect because they could easily obtain sinecures, and because of their generally privileged status. Party members were fawned on while in their ascendancy; [redacted] one functionary in particular who constantly received free food and liquor from various storekeepers until, for some reason or other, he fell out of favor with his superiors. Then he immediately became a pariah. Formerly ardent Bolsheviks, despite ideological disillusionment, would pay lip-service to Bolshevik principles for the sake of personal advancement. That motive constituted by far the greatest attraction of Party membership. 25X1C
2. [redacted] some specific incidents of open dissatisfaction. A widespread and angry rumor averred that the government sent wheat to India while those at home went hungry. The inefficiency characteristic of government public service projects was not appreciated. At one time it was promised that a certain section of the countryside would be supplied with electric lighting. The too-hasty construction of a power plant proved a failure, with the result that no electricity was ever forthcoming. Falsification and exaggeration of production and labor figures to avoid scandal was widespread. To underline the passive quality of the dissatisfaction, however, [redacted] despite considerable opposition to church persecution and the large-scale resistance to collectivization, inevitably the churches suffered and the farmers were collectivized. 25X1
- [redacted] the police organizations should be abolished, the MYD's functions altered, and the kolkhozy eliminated. In this last regard, however, he emphasized that no one farmer should be allowed to become a large landowner. 25X1

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- 25X1 3. Frequent incidents had occurred in which public criticism of some aspect of the regime had gone unpunished. This happened mainly in informal conversational groups, but [] one formal propaganda meeting at which the Communist Party orator was heckled from the floor without adverse results for the heckler. No censoring of letters took place except in the concentration camps. The postal rate of first class mail was 40 kopeks.
- 25X1 [] a speaker at a sparsely-attended election rally in Petrozavodsk had startled his listeners by yelling into the microphone an enjoinder not to crowd on the platform from the right. The explanation for this peculiar occurrence lay in the fact the the proceedings were being broadcast to Moscow.
- 25X1 4. The basis for the government's power over the people rested in the fact that every individual was afraid to initiate active resistance himself. [] 25X1 [] an insurrection would receive fairly wide support after getting underway but underlined the difficulty in communicating the news from city to city. He reaffirmed the prevailing political apathy by the example of the Vlasov situation. Everyone in the Soviet Army, [] 25X1 knew about Vlasov, but was entirely disinterested in his crusade. The people were generally sympathetic to the prisoners in a Karelo-Finnish camp designed especially for Vlasov supporters, but some hated them because of their affiliations with the Germans.
- 25X1 5. It was generally believed that peoples in all other countries were better off than those in Soviet Russia. Particular emphasis in this regard was placed on Western Europe; those who had traveled abroad, particularly soldiers, would secretly compare conditions. [] military 25X1 discipline was exceedingly strict among the Soviets in Germany, and that soldiers serving in Germany were far better dressed than those billeted at home. [] who had met Americans during World War II had favorable recollections of the relationship, but the general belief held that Americans were aggressors. Korea was cited as an example where, [] the 25X1 Soviet forces had left, but the Americans remained.
- 25X1 6. People both feared and hoped for a war. This ambivalence could be explained by the fact that many believed a war would effect a change in regime; they had hoped for such a change during World War II. The discontent among the soldiers and population in the event of hostilities is expected to exceed considerably that of World War II. [] 25X1 there would be general indignation should atom bombs be dropped on heavily populated areas, but that "everything would be in order" if the Kremlin could be pinpointed and eliminated. He thought that propaganda from such Russian emigre groups as the NTS would prove more effective during a war than American anti-Communist material. He felt strongly that the people had to be informed that Russian war veterans were abroad working against the Soviet regime.
- 25X1 7. The strong and pervasive feeling of nationalism among the Russian peoples ran through [] tical discussions like a leitmotiv. Noting that Russians professed little interest in foreign affairs, [] the USSR 25X1 should be free of foreign influence as well as that of the bolsheviks. Any temporary executive committee formed as a result of a coup d'etat would be required to prove itself faithful to this nationalistic spirit. [] [] in such an event the people would brook no secret agreements.
- 25X1 8. The question of Ukrainian secession generally disturbed the people; [] 25X1 [] such a step were taken without consulting the ethnic Ukrainians, the latter would resist it. Very little animosity existed among the various nationalities [] the Great Russians disliked the Cossacks, who were considered stupid; their dark skin apparently increased the prejudice against them. He also noted that the natives of the Zakarpatskaya area were temperamental, but stated that they conducted themselves in the army without engendering friction. The Estonians were said to mix well with other ethnic groups; [] the 25X1 Great Russians, Belorussians, and Ukrainians "had a great deal in common". A Great Russian would commonly be referred to as Ivan; a Georgian, as Katso;

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and a Cossack, as Abdulla. [redacted] many Great Russians had moved to the pre-Baltic area, where the standard of living was reputed to be higher than elsewhere. Conversely, Estonians had settled throughout the Soviet Union.

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9. Georgians took pride in their compatriot Stalin; many youths were fully convinced that he was a genius. Kalinin was held in high esteem because he was considered one of the masses. Lenin's memory was revered; the opinion persisted in some quarters that Trotakli should have succeeded him.

10. The Soviet-Finns were generally antipathetic towards the Soviet regime. During the Finnish occupation of the present-day Karelo-Finnish SSR in the Soviet-Finnish war they, in fact, disbanded the kolkhozy. The old intelligentsia was pictured as being passively anti-Bolshevik, while the young members of that class, [redacted] were not intrigued by political matters but concentrated on fostering the nationalistic spirit. They were, however, inclined to believe their parents when the latter mentioned the favorable memories the Tsarist regime evoked when compared to the government in power. The older people spoke well of the NEP. A doggerel italicizing the comparison of the old and new regimes ran:

"Under Tsar Mikolashek
Gingerbread and fritters were eaten,
But now the Bolsheviks
Do not give rye flour."

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[redacted] Comment: This report labors under the double disadvantage of being derived from a somewhat incoherent and ambiguous discussion. [redacted]

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SECURITY INFORMATION

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COUNTRY USSR (Karelo-Finnish SSR and Arkhangelsk REPORT NO.

SUBJECT Concentration Camps in the Karelo-Finnish SSR and Arkhangelsk Oblast

DATE DISTR. 2 October 1953

NO. OF PAGES 2

DATE OF INFO.

REQUIREMENT NO.

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REFERENCES

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25X1 1. [redacted] six forced labor camps in the Karelo-Finnish SSR and Arkhangelsk Oblast in and/or immediately prior to 1951. [redacted] one the Kotschkoma Station, and another [redacted] Camp No. 203/8 near Molotovsk (N 65-40, E 39-50).¹ Two other camps were located in or near Kotlas (N 61-16, E 46-35), and the remaining camps were in the suburbs of Petrozavodsk; Kakovka and Petushki. [redacted] a large complex of camps existed in Arkhangelsk Oblast, and many in Central Asia. His discussion of them was not based on personal experience. 25X1X

25X1 2. Both political prisoners and criminals inhabited the forced labor camps. The only distinction in their treatment was the fact that the political prisoners worked outside the confines of the camp while the criminals remained within the barriers. The inmates wore striped convict clothes. They worked in groups of twenty men; each group was guarded by two or three soldiers and a like number of trustees. In Kotlas, the prisoners' work, described as very hard, consisted mainly of transporting, loading, and floating logs. In Petrozavodsk the emphasis was on construction and road-building. [redacted] never heard of beating of prisoners, but [redacted] the guards' [redacted] were customarily shouted, and that the prisoners exhibited extreme timidity towards them. The guards were addressed as Mr. Director (grazhdanin nachalnik). No dogs were used, except to track down an escapee. 25X1

25X1 3. One of the Kotlas camps, outside the city, was surrounded by two fences.² A strip of barbed wire ran around the top of the outer fence, two-and-one-half meters high. Towers at the fence corners had searchlights and guards stationed thereon. The inner fence (predzonnik) was constructed of barbed wire; a prisoner caught between the two without authorization was considered as attempting to escape. Near the large entrance gate, the duty officer stood his watch in a booth.

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4. The prisoners lived in barracks. A cultural-education unit (kuvocha) served for recreational purposes. One could read newspapers there, imbibe propaganda in the Red Corner or play cards. [REDACTED] the latter diversion was the most popular. The PTCh (industrial-technical unit) assigned the prisoners their work; it was considered advantageous to ingratiate oneself with the authorities of that section, in that lighter assignments often resulted. A prisoner was allowed visitors on Saturday and Sunday for a period of 15 minutes per visitor. One inmate's wife was permitted to write him twice a month; she enclosed small amounts of money until he obtained a job as a bookkeeper in the camp.³ [REDACTED] some townspeople violated the law by passing messages to various prisoners as they marched through the city.

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5. The inmates of the camps, a third of whom were women, were usually serving sentences of from five to fifteen years. The prisoners in Petrozavodsk all had terms of five years or under. Many of the women had worked in German camps during World War II. The civilian population pitied the prisoners--they knew the hardships under which they labored--but they were not inclined to shelter any who escaped, as it was presumed that all of those who attempted to escape had a record of several criminal convictions. It was not believed, however, that the criminal inmates were in the majority; the generally sympathetic feeling of the populace towards the prisoners would have been explained by the fact that, [REDACTED], most families had at least one imprisoned relative.

6. Upon his release, a convict's fortunes enjoyed no meteoric rise. The fact that he had served a term, and its length, was indicated on the passport issued to him by the camp. The more lengthy his term, the shorter the validity of his passport at its conclusion.⁴ A man convicted for the first time, and for a minor offense, received a passport good for five years. A serious offender, upon release, was given one valid for three months. Nor was persecution limited to the offender himself. One convict's son was denied a commission when the Soviet Army authorities discovered his father's prison status, despite the fact that the young man had successfully completed the requisite officer training.

7. [REDACTED] a large number of well-educated persons inhabited forced labor camps. He had heard that many of them were cooperating towards the specific objective of tangible opposition to the Soviet regime. [REDACTED] had heard rumors that this group had "helpers outside the country."

[REDACTED] Comments:

1. [REDACTED] could possibly have been referring to the town of Kochkomozero (N 63-57, E 34-23).

2. [REDACTED] reports two camps at Kotlas, a main camp and a sub-camp, about 30 kilometers apart. The main camp, [REDACTED] was described as having an outer fence of wood and barbed wire top, and an inner fence of barbed wire. The permanent camps customarily contained prisoners with longer sentences; the sub-camps dealt with those sentenced for a few months, or prisoners in a transient status.

3. A camp at Kharkov was reported elsewhere as having no restrictions on mail. Camp No. 3 in Borovichi Rayon allowed its prisoners to write letters twice a month.

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4. The report on the Borovichi camp [REDACTED] affirmed that the records of prisoners with sentences under four months were not subsequently entered on their passports.

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SECURITY INFORMATION

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COUNTRY USSR (Karelo-Finnish SSR)

REPORT NO.

SUBJECT City Plan of Petrozavodsk

DATE DISTR.

2 October 1953

DATE OF INFO.

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REFERENCES

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SOURCE:

1. As of autumn 1951, the city of Petrozavodsk had a population of between 45,000 and 50,000. The city is considerably larger than Murmansk and Kandalaksha; the latter looks almost like a village. Those parts of Petrozavodsk which are situated on Lake Onega were largely destroyed during World War II, but much has already been reconstructed. The largest buildings in the city have only four stories. Among these are the Hotel North, the university, the student residence, and the MVD headquarters. The new public buildings which are being constructed are three- or four-story masonry structures, while the workers dwellings are one and two-story frame houses. The workers reside in the Perevalki, Sulazh-Gora, Kukovki, and Zareki sectors of the city and in the suburb of Ruyoka. The railway workers live in the fifth suburb (sic).
2. Karl Marx Street is the main street of the city and runs from Lenin Place to Kirov Place. It has an asphalt surface and, besides Lenin Street, is the only street in the city which has street lighting. In some of the larger business places there are lights in the display windows.

Administration

3. The following administrative organizations and officials are located in Petrozavodsk:
 - a. Chairman of the Presidium of the Supreme Soviet - OV Kuusinen.
 - b. Chairman of the Council of Ministers - PS Prokkonen.
 - c. Minister for Timber and Paper Industry - Shkolnikov.
 - d. Minister for Education - Belyayev.
 - e. Minister for Motor (and Tractor) Transport - Salomatin.

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- f. Ministry for Social Security - AI Karenina.
- g. Secretary of the Central Committee of the Communist Party - AN Yegorov. Kondokov and Kupryanov were formerly secretaries but have been removed.
- h. Communist Party secretary in Petrozavodsk - MD Razov.
- i. Zhudyakov and Nozarov are Party propagandists who often speak at the larger Party functions.
- j. The following are among the offices and committees which are directly under the Council of Ministers:
 1. The Chief Highway Directorate - EP Nikolayevskiy, chief engineer.
 2. The Committee for Architectural Affairs - Chinenov, chief architect.
 3. The Committee for Physical Culture and Sport.

Police

4. The MVD headquarters is situated in a large four-story masonry building, about 40 x 15 meters, on Lenin Street. There is a sentry stationed outside.
5. There are three police stations, divisions of the militia, each of which has the responsibility for its own section of the city. Police officers go on patrol most often singly. Patrol cars are seldom seen, and when they are it is usually on occasional evenings when the police go around picking up drunks. They also check on restaurants and tea shops and pick up people who are disturbing the peace. There is no checking of identification papers in these places or on the streets. The traffic police, on motorcycles, cruise around, off and on, checking on vehicles. They test the brakes, inspect the steering gear, and check the vehicle license and the driver's license. The identification papers of the passengers are not checked.
6. There have been no siren tests for air-raids or air-raid drills of any kind. There are no shelters in the city. There were some when the Finns occupied the city, but they have been removed.

Hospitals

7. The Pauli Clinic is located in the center of the city; it is a rather large three-story masonry building. In addition, there is the Central Polyclinic named after Isserson, the head doctor, who is Swedish by birth; a maternity home; a mental hospital; an entire little village for tuberculars; and a quarantine hospital. In most of the rayons there is a small hospital. During illness, the trade unions provide support for their members. For the first three years after joining, a member, during sickness, receives 50 percent of his pay; after three to five years of membership he gets 60 percent; with five to eight years of membership he gets 80 percent; and after eight years he gets full pay.

Hotels

8. The city has two hotels. One hotel, without a name, is a two-story frame structure located on the First of May Street, close to the railroad station. The other, the Hotel North, is a four-story masonry structure built in a half circle and is located on Lenin Street. This hotel is often used for housing when there are large congresses or meetings in the city. There is a restaurant on the first floor of the hotel. There is one other good restaurant in town. In addition, there are about five cafes (tea-shops) and also a number of places where beer can be purchased.

Theaters and Motion Pictures

9. The theater Russian Drama is located on Karl Marx Street at Kirov Place.

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At the National Theater plays are put on in Finnish. In the summer both theaters are closed and the actors travel around on tours. In the winter there are plays every Saturday and usually two other days in the week. The ticket prices are from five to fifteen rubles.

10. There are two large motion picture theaters in Petrozavodsk: the Rodina, which is located at Antikainen Place, is completely new and was finished in spring 1951; and the Sampo located on Uritskiy Street. There are matinees for children for two rubles. There are three shows in the evening, at 1900, 2100, and 2245 hours. Tickets cost from three to seven rubles.

Libraries

11. There are two large libraries in the city, the Central Library and the City Library. Besides loaning books, these libraries maintain reading rooms where newspapers and periodicals are available. Various organizations, i.e. the Highway Directorate, have their own libraries.

Newspapers

12. There are two newspapers in the city, Leninskoye Znamya (in Russian) and Totuus (in Finnish). They come out every day except Thursday in four pages and cost 4 ⁴⁰/₁₀₀ kopeks. In the various rayons, information sheets are published which generally consist of one page. In Ladva, for example, Prionegas Kommunist is put out.

Telegraph and Telephone

13. The telegraph station is located on Karl Marx Street. There are four-digit telephone numbers in the city. There is no dial system, and it is necessary to ask the operator for the desired number. When calling a military unit it is necessary to ask for "Aurora" and then from this central get connected with the desired unit. In the northern part of the city several apparatuses are connected with the central at the railroad station.

Electric Current

14. Electric current for the city presumably comes from the power stations in the vicinity of Kondopoga and Solomennoye. Consumption of electricity is rationed to a certain degree, and if one uses more than he has permission to use unpleasantness ensues.
15. Every evening at 2300 hours the lights burn brighter. Presumably this arises from the fact that at this time some of the factories use less current. It often occurs that the current fails entirely, and it is then as a rule from a half hour to an hour before the failure is corrected. There are hardly any lights at all in the rural communities and few in the villages. In Rybreka there are electric lights in a few houses and in Ladva there are none at all. A small power station is being built on the Ivenka River.

Bus and Taxicab Transport

16. Under the Ministry for Motor (and Tractor) Transport, there are several sections which are responsible for passenger and freight traffic in the republic. In Petrozavodsk there is a section, Auto-Traktora, which is responsible for bus, truck, and taxicab traffic within the city and the villages in the surrounding area. This organization has bus routes from Petrozavodsk to Ladva, Rybreka, Spasskaya Guba, Pryazha, Kondopoga, and Syanozero. GAZ busses with a seating capacity of 16 and 20 seats travel these routes. There are bus connections once a day to Rybreka and Ladva. The trip from Ladva to Petrozavodsk costs 22 rubles. The bus starts from Ladva at 0900 hours and arrives in Petrozavodsk at 1400 hours. There are only drivers on these busses and they also sell tickets.

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17. Within the individual rayons there are local bus routes. For example, between Ladva and the railroad station there are connections twice a day.
18. Inside the city of Petrozavodsk itself there are bus connections between Antikainen Place and the bus garage and between the baths and the railroad station. The busses run on the quarter hour from 0700 to 2400 hours. It costs ten kopeks to go in one zone, and from the center to the end of the line and back again would cost 90 kopeks.
19. Besides the busses of the GAZ make, there are also around 10 or 12 new busses in the city, which were put into service on the 25th anniversary of the Karelo-Finnish Republic. They are very attractive; yellow with a red band around them. They burn gasoline and have the motor in the rear. They have padded seats which are covered with leather, nickel plating, and doors which close and open automatically. The driver's cab is enclosed. Besides the driver, there is also a ticket-taker on the bus. There are two or three of these new busses on the Petrozavodsk-Shuyskaya run.
20. There are about 30 taxis in the city of Petrozavodsk. They are sedans of the Pobeda and Moskvich makes. The cabs have the usual license plates, but for identification they have a special number on the side and on the windshield. The fare is two rubles per kilometer. There are cab stands at Antikainen Place, at the railroad station, and in the evenings at the North Hotel. The cabs can travel as far as they want, ie. to Ladva and Rybreka, just so they are back at the close of working hours.
21. License numbers for civilian vehicles in the Karelo-Finnish SSR consist of two letters and four numbers, with a dash between the second and third number. Presumably there are different letters on the license plates for the various oblasts, however, it is impossible to tell anything from the numbers. Tractors do not have license plates. Licenses are obtained from the police automobile inspection office.

Industry

22. The Onega Machine Factory is located on the Losos River and is one of the largest factories in the republic; employing around 3,000 workers. The factory produces small locomotives, cranes, and power saws. In addition, the city has a milk plant and a bakery. In the northern sector of the city, on the Murmansk Highway, there is a ski factory and a building construction syndicate. In the southern sector of the city, on Lake Onega, there is a sawmill.

Ship Traffic

23. Before World War II there were primarily paddle boats that went to Petrozavodsk. Now there are, inter alia, two combination passenger and cargo ships operating between Leningrad and Petrozavodsk: the URITSKIY and the VOLODARSKIY. Among their stopping points enroute is Rybreka. They both look nice from a distance and are very similar to Norwegian express ships, but are about half as large.
24. A very small boat, the VERESAYEV, runs along the shore of Lake Onega and touches, inter alia, Solommennoye.

Radio

25. The radio station for the city of Petrozavodsk is located in Kurgan, southwest of the city. The station commences broadcasting at 0600 hours and concludes at 2400 hours, with an hour off the air between 1500 and 1600 hours. There are around 500 radio sets in Petrozavodsk. However, most people have loudspeakers.

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Key to Sketch of Petrozavodsk (see pages 6-7)

1. Hotel.
2. Railroad station.
3. Third police precinct station.
4. Water tower.
5. Normal school.
6. Second police precinct station.
7. The main office of the commercial organization, Karel-Torg.
8. Factory.
9. Jail
10. Eating place.
11. University.
12. Teachers Institute.
13. Rodina motion picture theater.
14. Architectural school.
15. The bureau (sic, possibly the city soviet).
16. Council of Ministers.
17. North Hotel.
18. MVD headquarters.
19. Cafe.
20. Ministry for Public Health and medical school.
21. Baths.
22. Geological Bureau.
23. Univermag.
24. Society for the Advancement of Science.
25. Sportsmans Association.
26. Arbitration Court.
27. Ministry for Education.
28. Komsomol.
29. Supreme Court.
30. Telephone booth.
31. Central Post Office.
32. Houses under construction.
33. Telegraph-telephone.
34. Editorial offices of the newspapers, Leninskoye Znamya and Totuus.
35. State Bank.
36. Unidentified.
37. Party Information Offices.
38. Unidentified.
39. Central Library.
40. Infantry school.
41. Military barracks.
42. First police precinct station.
43. Sampo motion picture theater.
44. Onega Machine Factory.
45. Red Star Stadium.
46. Unidentified.
47. The Russian Drama Theater.
48. Tribune.
49. City Library.
50. Parachute tower.
51. Music school.
52. Church.
53. Baths.

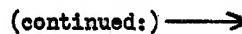
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City Plan of Petrozavodsk



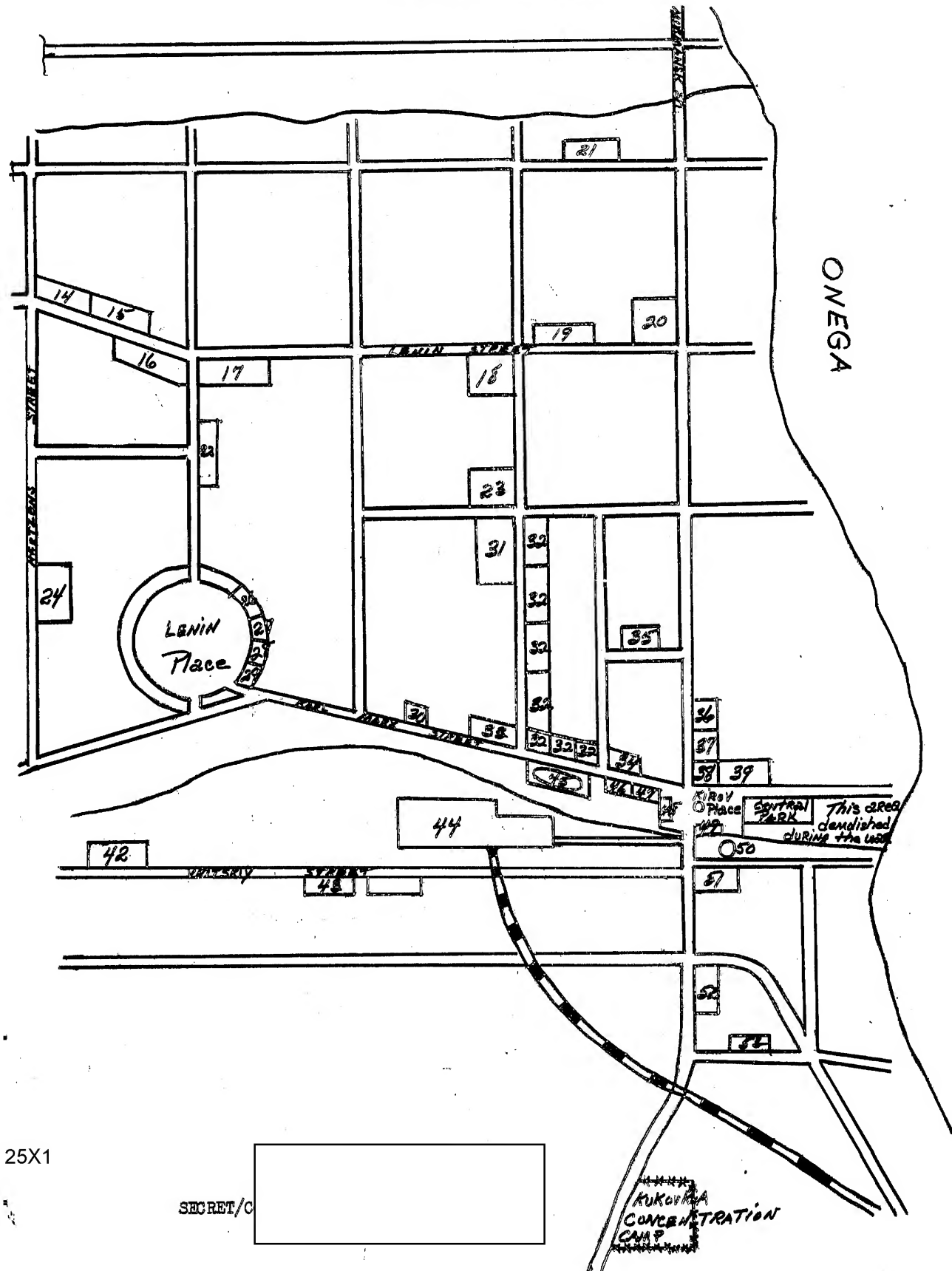
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City Plan of Petrozavudsk (continued:)



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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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|----------------|---|-----------------|----------------|
| COUNTRY | USSR (Karelo-Finnish SSR) | REPORT NO. | |
| SUBJECT | Cities of Solommennoye, Suoyarvi, and Kondopoga | DATE DISTR. | 2 October 1953 |
| | | NO. OF PAGES | 3 |
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| PLACE ACQUIRED | | REFERENCES | |

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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SOURCE:

Solommennoye

1. As of autumn 1951, the city of Solommennoye had a population of 6-7,000. A sawmill and a rather large brick factory are located in the city. A ferry operates across the sound, which is 150 to 170 meters wide. The ferry has no engine and is run by hand power. It can take only one automobile at a time.

Suoyarvi (Suojärvi)

2. The city of Suoyarvi has a population of 8-10,000. The population of the city is made up of individuals from all over the USSR. The streets of the city are unpaved, but are in relatively good condition. There is a voyenkomat in the city, headed by a major, which is located in a small one-story building.
3. No military units are stationed in the city itself, but there are many soldiers in the area of the city. about every tenth person was in 25X1 uniform. These were primarily border troops, with green caps, who were usually passing through or on leave in the city. A number of soldiers were quartered close to the railroad station. They had black shoulder boards and presumably belonged to the army railroad corps. They were employed in removing the temporary wooden railroad bridges which were built immediately after the war and replacing them with new ones of steel and concrete.
4. There is a large paper syndicate in the city situated on the lake. There is also a forestry office which has to do with forestry in the area. In March-April 1950, it was said that a vein of valuable mineral had been discovered in the vicinity.

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Comment:

rudimentary sketches of Suoyarvi and Kondopoga are attached.

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

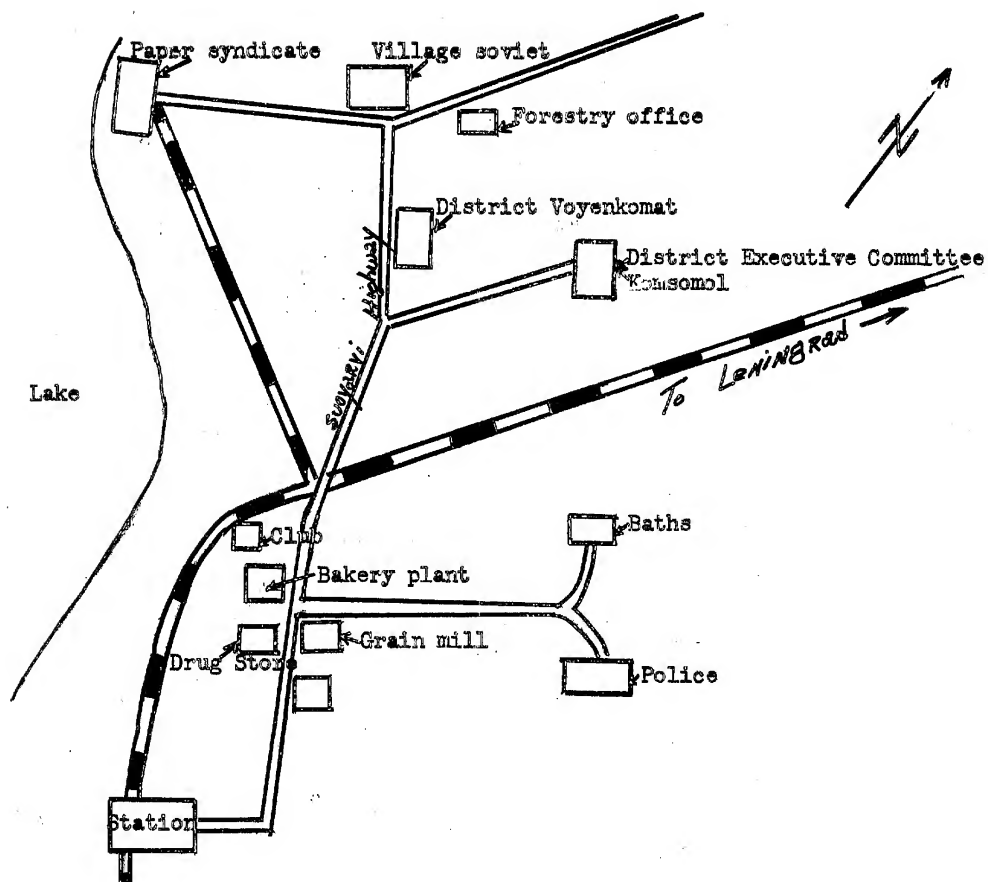
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Sketch of Suoyarvi (N 62-05, E 32-18)



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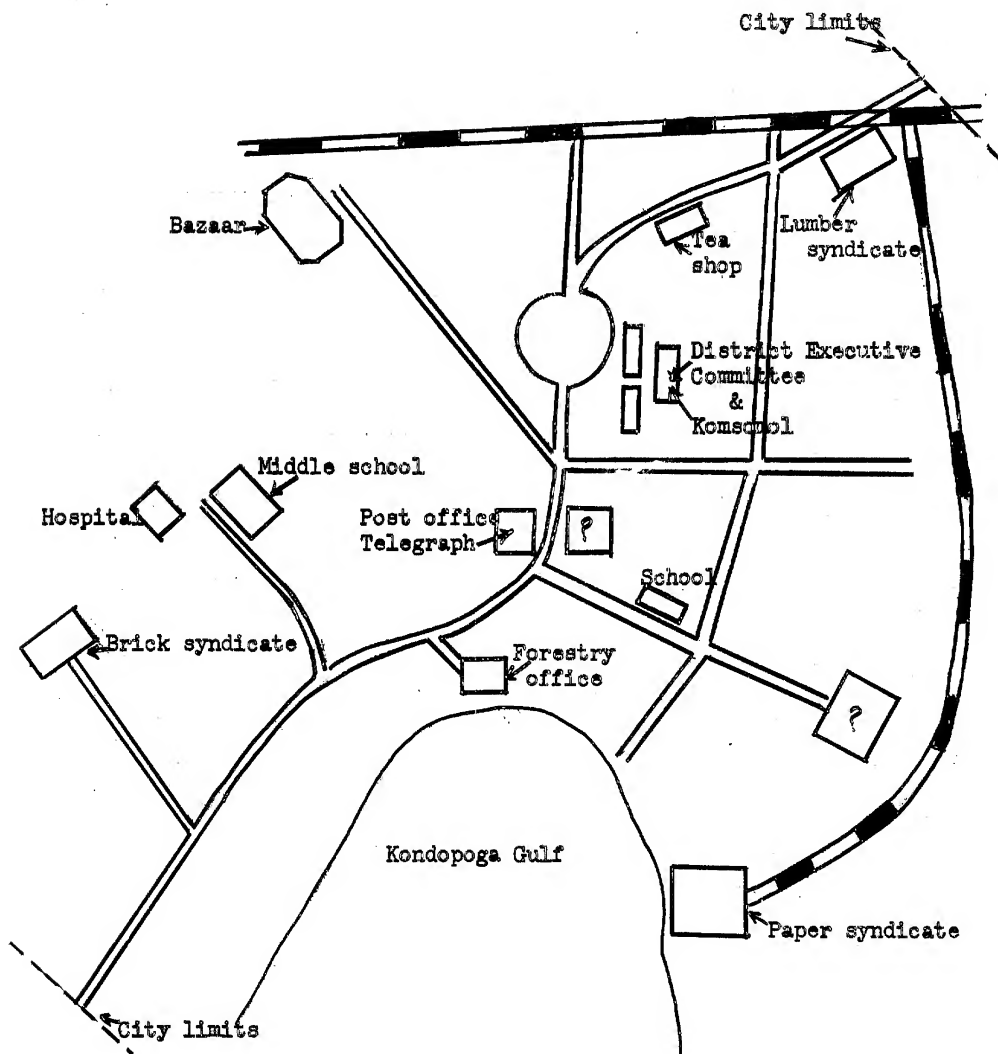
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Sketch of Kondopoga



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6. The nickel mines are under constant expansion and a number of workers' dwellings are also under construction. Road laborers and technicians are needed for the construction of roads between the various installations. There is a shortage of housing and the workers have to live in barracks, but the pay is good. The workers have to pay for the trip to the place of work but they receive per diem reimbursement in accordance with the workers' protection law.
7. The MVD headquarters is a four-story, pale red, brick building on Stalin Prospekt facing the harbor. At the right of the entrance there is a sign with the name. There are no guard posts outside the building, but inside in the hallway there is a policeman who stands guard and guides callers. The pass office is located on the ground floor. It consists of a small waiting room with a window into the inner office where a young woman and a lieutenant sit.

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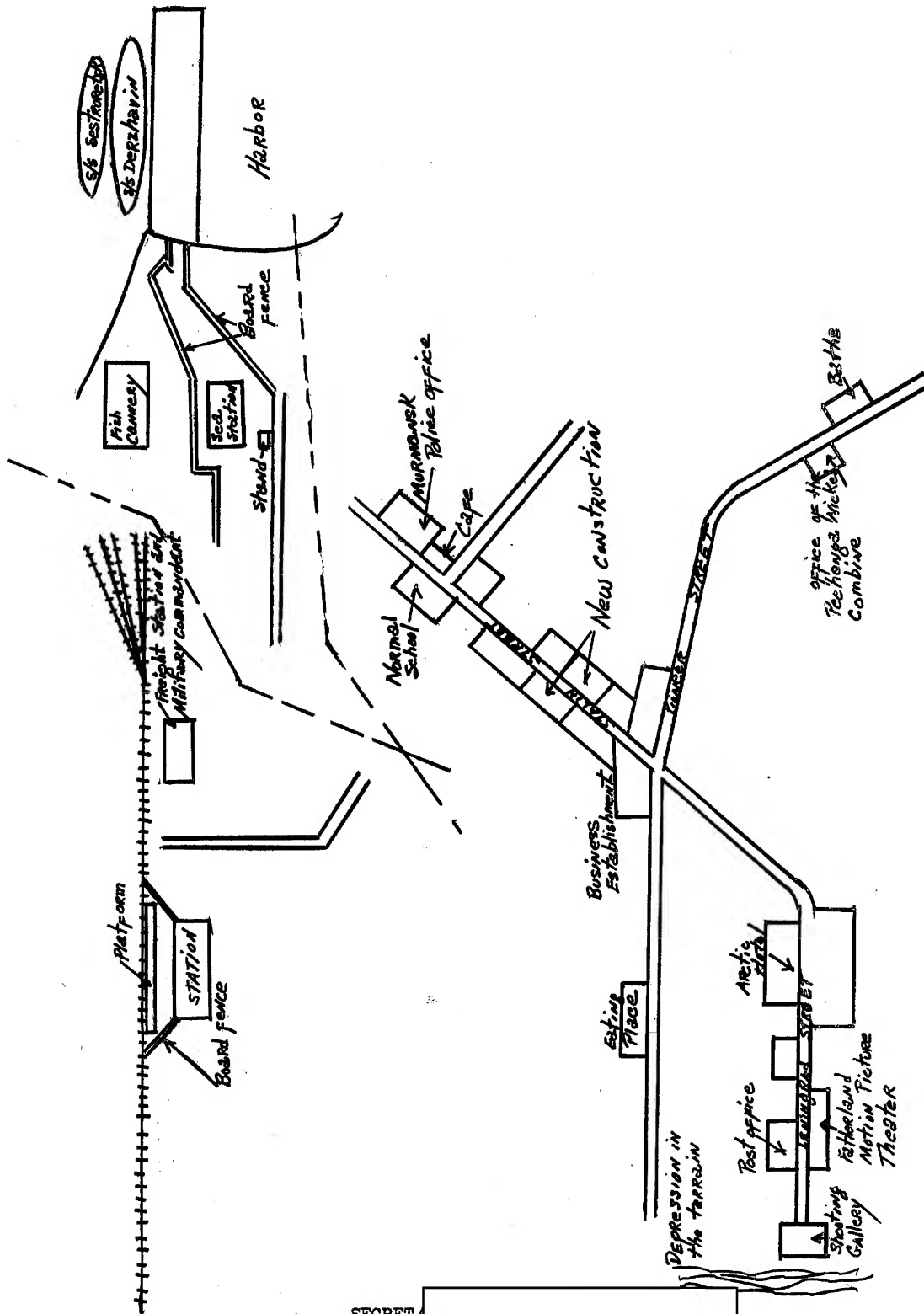
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Sketch of Murmansk
(selected areas)



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